

11/28/05

Dear Cathy,

I am sending you some up to date information and articles concerning Docket #34672. This is the Rockview, Missouri to Dexter, Missouri project which includes a curve project at the Northern end at Rockview, a community of 200 - 300 residents. Please enter this evidence into your files.

In a local newspaper article dated July 14, 2005 (Exhibit A) you can see a great concern about trains blocking crossings in Rockview and Chaffee, Missouri which is only 1.3 miles south of Rockview. Also I placed an article giving citizens needed information to express their concerns. I have noticed a number of comments on the internet.

In an October 4, 2005 newspaper article (Exhibit B) from the Sikeston Standard Democrat newspaper Union Pacific Director of Governmental Affairs, Chris Peterson told the Sikeston City Council there would be an additional 10 - 11 extra trains per day traveling through Sikeston (this was the number of additional trains proposed in the Docket number 34672 that Union Pacific turned into the Surface Transportation Board as part of the track acquisition applied for). According to the article the railroad industry is experiencing a dramatic increase in customers wanting to put cars on their railroads. This translates into record income and profits.

He also mentions "directional running", this provides "the opportunity to improve the efficiency of the railroad." Again the more efficient the greater profits, and the possibility of even more additional trains and longer trains.

Peterson also says train traffic can cause concern in a community and that "safety is a top priority." This is very ironic and not a true statement because preventing emergency vehicles of any kind from entering a community is top priority.

The Missouri State Laws and Statutes (Exhibit C) concerning blocking the crossings is constantly violated at Rockview. These trains sit aside blocking County Road 205 just 1 mile east of Rockview for hours on a daily basis.

Further in the article Drew Juden, Director of Public Safety in Sikeston has asked on several occasions a top 10 list of chemicals and says "I still don't have anything."

After City Councilman Chuck Leible questioned Chris Peterson about the number of trains he raised the number to 20 or more. Steve Sand (Land Acquisition Manager for Union Pacific) said the number will be closer to 40 extra trains a day. Also Mr. Peterson does not address the issues of the extra BNSF trains in addition to the UP trains. These numbers are extremely troubling and are deceitful to the STB, Cities, and County residents all along the 25 mile project.

In an article in the Standard Democrat (Exhibit D) October 5, 2005 Mr. Peterson met with County Commissioners in Benton, Missouri. In the article it is mentioned about drainage issues in Rockview. This is an under statement. Flooding is a more correct description. This issue will be addressed in a later correspondence.

In this article he again refers to the 10 - 11 extra trains per day when it is closer to 40 going around the curve at Rockview.

There are mentions of improved safety and crossing improvements but nothing put in writing or guarantees to the Commissioners or residents. These are typical empty promises. These projects should be completed before the project is operational.

As Jamie Burger asked if intersection improvements will be in place before the increase in traffic, Ken Rouse of the UP said "we would certainly attempt to do that." Again an empty promise and no guarantees. Since safety is supposed to be top priority the STB should force the railroad to put their money where their mouths are and put their promises in black and white.

Also in the article the Union Pacific officials asked the commissioners to consider closing the County road 205 so they could "park" their trains reducing times that Rockview crossings will be blocked. This is a grave understatement. Rockview will be totally isolated. Commissioner Jamie Burger has said there is no way County road 205 will be closed.

This shows without a doubt the UP officials realize they cannot run 6,000 - 8,000 foot trains (at a maximum speed of 30 mph at best - this does not include trains that are waiting and have to start from a dead stop) by County road 205 without blocking either County road 205 or 209 for hours at a time in which they presently do on a daily basis at County road 205. This is completely in violation of Missouri State Laws.

Railroad Officials, in reference to the drainage issues in Rockview, said one culvert is "actually BNSF but they plan to replace it for better relations with the community." What they don't say is that this culvert is also located in the UP right of way where the two railroads cross. The flooding issue in Rockview has been complained about to railroad officials for years. The railroad refused to do anything until they became concerned about the curve project in Rockview. The residents of Rockview were promised a solution to the water problem at a meeting in August 2004 in front of the County Commissioners and as of to date nothing has been done. This is another example of empty promises and breach of verbal agreement. No wonder the railroad has bad relations, they are the ones that cause them.

In a newspaper article dated October 12, 2005 (Exhibit E) the Sikeston City Council was extremely concerned when the UP Representative Chris Peterson said there could be 20 or more trains. Sikeston Mayor Mike Marshall said the number has only exacerbated his concerns. This number is still only half of the actual number. This is extremely unfair, deceitful and fraudulent on the railroads part.

In the article the Scott County Commissioners are skeptical for good reasons and that "long trains could block traffic from the town's (Rockview) two entrances on County road 209.

Also Burger expresses concerns of Rockview residents seeking a way out and emergency vehicles a way in.

In a newspaper article (Exhibit F) I again placed the address and e-mail for citizens to respond to the STB. I firmly believe the people and the STB have been lied to and deserve the truth. This whole project has been downplayed and smoke screened from the beginning. This project should be "rejected on false information" and resubmitted with accurate information.

As I said in the article the curve project at Rockview is the "straw that breaks the camels back." This is a grave situation for the residents that live on the inside of the curve project.

In discussing the issues with legal council, Prosecuting Attorney, County Commissioners and other concerned citizens there seems to be a possibility of three recommendations:

- I. Reject the project totally as it has been applied for.
- II. Provide residents and emergency vehicles of Rockview an overpass or underpass to enter and exit. This is a very important safety issue and the law.
Also this project should be completed before the RR project is operational.
- III. Since this project is solely for the improved efficiency and monetary gain of the UP Railroad, the STB should have the railroad to offer a buyout to the residents inside the curve at Rockview with the values being at least fair market value and additional 10% for the tremendous inconvenience and expense of moving and also allowing 18 months to move.

Thank You

A handwritten signature in black ink, appearing to read "Jim Glastetter", written over a horizontal line.

1. We had lots of topics — and lots of ideas. We determined that the focus of the mural must be the river. We used the river in all of the images, and it is — in all but the Louisiana Purchase story told from in front of the abildo in New Orleans.

2. A specific focus on the river essentially eliminated 7 significant stories from the past that we wanted to tell. The story of KFVS radio and television, the tornado of 1916, the construction of Academic Hall, the role of the John Cobb school, the Billy Sunday revival, the story of Cape Girardeau's hospitals, the unique history of Haarrig, the history of the Purple Crackle (how can you explain the his-

ce the floodwall went up, Cape Girardeau has moved away from the river. With the new murals, the city is drawn back to its origins.

of Cape Girardeau without inclusion of the Purple Crackle?), the development of the Little River Drainage District, our unusual city streetcar system, the visits of many celebrities (Ronald Reagan, Bill Clinton, George Bush, Bobby Kennedy, George McGovern, Bob Hope) and the stories of the libraries, fire department, service clubs, parades, the old N'Orleans, the Marquette and the H & H Building. We thought that the images should be in the form of a story to the past — a way to look back at the historical river — from a modern sidewalk setting. We determined the floodwall should be chronological — from north to south — and should tell the evolution of Cape Girardeau from earliest days to modern times.

We finally came to the idea that the images should tell the story of the river from Cape Rock to the new bridge. All of the images are in that area with the exception of the Trail of Tears and the Louisiana Purchase. We decided that those were two unique events that could be added as exceptions to the rule.

We then sought to limit and select. We began with a list of 10 items. We discussed and argued (always in a friendly manner — almost always). I loved it, because we were living history. We were interpreting the history of Cape Girardeau.

We went through books, newspaper accounts, archival materials, everything that we could find, and argued our merits. All of us had favorites. I was especially interested in having George Thilenius, "Captain Buck" Leyhe and "Big" Meyer's orchestra on the wall. And, in fact, my favorite of the completed images is that of "Captain Buck," the three Cape Girardeau steamboats and the Melody Kings."

Other committee members had other favorites. Sharon Sanders, the Southeast Missourian librarian, was interested in telling the story of the fire of 1916. Cape

came to meet the committee, he knew each of us by name. He never removed his hat throughout the meeting, and I remember thinking that here is a man of conviction, of character, and he will be able to capture our town. He did. He knows us. He knows our history. I think the red hat had something to do with his success. I am pleased to see that the red hat worn by mural artist Tom Melvin is in the mural. It is now a part of our history.

The "Mississippi River Tales" floodwall mural is 1,100 feet long and provides an historical interpretation of Cape Girardeau in 30 images. These images take us back to the river.

Throughout much of our history Cape Girardeau was on the river and of the river. All houses and commercial establishments faced the river. There were windows in all of the prominent houses from which one could see the river. When we moved west to the interstate we were no longer on the river or of the river. The mural is a great historical resource for the community, and the region. It is a teaching tool. I love to drive by the mural and see people standing in front of a particular image, looking, pointing and talking. Someone in the group is teaching history.

At the Southeast Missouri State University homecoming last October I conducted a tour for alumni, taking them past "everything new" in Cape Girardeau. Naturally we went by the murals. I told those on the bus about the murals and what a great resource they were for teaching history. We came around the corner, and, sure enough, there were two ladies, one perhaps in her 50s, the other, approximately 20 years older, standing and studying. As they talked the older lady was pointing, teaching the younger. And that is what the wall can do: bring history to life and help us interpret, discuss and understand.

There is a gap in the historical understanding of today's youths. Before the murals, visiting families came to the waterfront, youngsters walking as close to the water's edge as they dared or as their parents permitted, inevitably tossing a rock into the river, soon followed by "Can we go now?" The river is so much more than that. These windows to the past permit visitors and local residents to stand on the riverbank and see through the wall. Here we can "see" our past. These images enhance our understanding of who we are as a community, as a region and as a nation. The murals make that possible. Thank you, Tom Melvin, for doing this for our community.

I wish Jonathan Raban would return to Cape Girardeau. I wish that the senior Rush Limbaugh could see the new Cape Girardeau: the bridge, the Marquette, the River Campus, the federal courthouse, the river trail, the Red House and the murals. I believe that both of them would see, as we now see, so much more clearly, that Cape Girardeau is on the river and of the river.

Frank Nickell is a history professor at Southeast Missouri State University and director of the Center for Regional History and Cultural Heritage. This essay is excerpted from remarks he made at a banquet July 7 for sponsors of the "Mississippi River Tales" floodwall mural in downtown Cape Girardeau.

LETTERS

Exhibit A

Voice concerns about plan to add Rockview-Dexter trains

To the editor:

I would like to give anyone who will be affected by the tremendous increase in train traffic from Rockview to Dexter, Mo., as proposed by the Union Pacific Railroad, much-needed information to be able to voice concerns or complaints. A copy of the project proposal is online at www.stb.dot.gov under "Filings." The docket number is 34672. Cathy Glidden is our project representative in Washington. She is with the Surface Transportation Board of Environmental Analysis. Her address is 1925 K St. N.W., Suite 500, Washington, D.C. 20423. An environmental analysis must be done by federal law because of the excessive train traffic from Rockview to Dexter. This project can and should be stopped. If there are enough negative comments or complaints, we can stop the project. This project creates noise pollution and time delays for commuters, emergency vehicles and public safety vehicles. The deciding boards in Washington have all indicated they welcome all comments because "we live in Washington and you people live there where it's happening. All we know is what the railroad sends us."

LES GLASTETTER, Chaffee, Mo.

lek

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SIKESTON CITY COUNCIL

Exhibit B

Increased train traffic proposed

10-11 additional trains would pass through Sikeston

Scott Welton
Standard Democrat

SIKESTON — An improvement to Union Pacific's efficiency will result in additional train traffic through Sikeston if approved by the Surface Transportation Board.

During Monday's regular Sikeston City Council meeting, Chris Peterson, Union Pacific's director of government affairs and corporate relations for the state, presented his railroad's plan to improve its efficiency by "what we've described as a line swap."

The railroad industry has experienced dramatic change, according to Peterson. Now, instead of seeking out customers, the Union Pacific Railroad has too many customers wanting to put cars on their railroad.

To deal with all the additional business, Union Pacific is making infrastructure investments such as doubling tracks, putting in additional sidings and straightening curves to allow their trains to run faster.

The railroad is also making

efforts to facilitate "directional running" where possible, Peterson said, which is where a track is used to run trains in one direction and another nearby track for the opposite direction. This provides "the opportunity to improve the efficiency of the railroad," he said.

If approved by the Surface Transportation Board, Union Pacific would trade one of its railroad lines in Colorado for the Northern Burlington Santa Fe line running from Rockview in northern Scott County through Sikeston. Union Pacific would then be able to use directional running by routing southbound traffic on this line and northbound traffic on the Dexter-Rockview line.

Peterson said approval by the STB is not likely before March and, if approved, the lines would not be ready for the change until the end of 2006.

Once all the changes are approved and in place, Union Pacific would run an additional 10-11 trains per day through Sikeston.

"We understand that an increase in train traffic can cause concern in a community," Peterson said. He assured, however, that "safety is a top priority, if not the top priority, for our railroad."

Peterson said the railroad intends to have public discussion, will work with the department of transportation on crossing upgrades, and will talk with city officials regarding the possible implementation of a quiet zone.

In quiet zones, trains are prohibited from blowing horns through intersections, Peterson explained. Quiet zones can only be implemented if intersections have lights and gates so several crossing upgrades would be necessary. He added that Union Pacific mostly opposes quiet zones because of safety issues.

Crossing upgrades would be paid for by the railroad in cooperation with the transportation department, Peterson said.

Peterson also advised council members that Union Pacific is

Turn to Council, Page 2

Council/ Concerns are voiced

From Page 1

requesting the city close and vacate portions of Maud and Frisco and move a lift station northwest to enable the railroad to make improvements there. The lots alongside those sections of road are vacant and owned by the railroad.

"Safety is a concern of our city, also," said Mayor Mike Marshall. "Increased train traffic is definitely a concern."

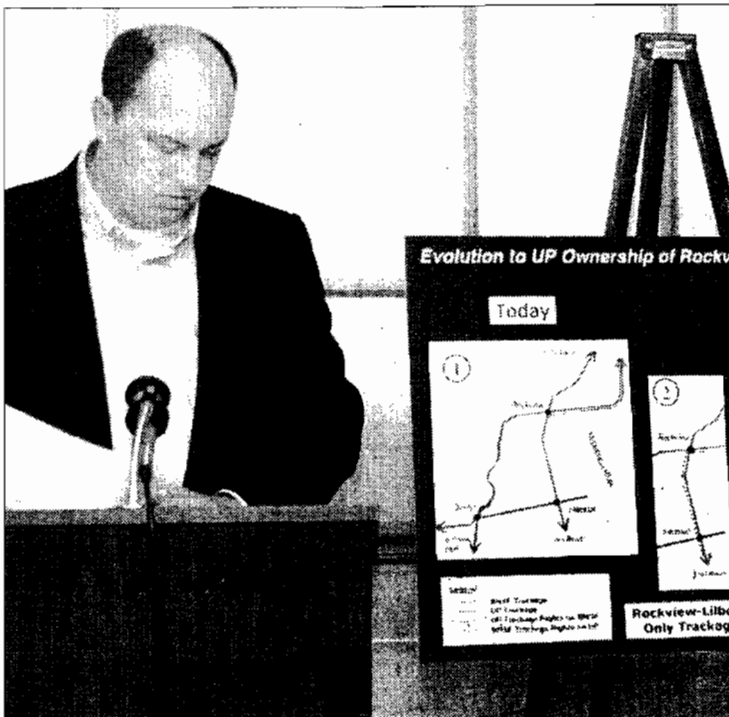
Another concern voiced by the public was regarding the time intersections would be blocked.

Union Pacific trains moving through Sikeston would be moving at 30 mph, limited to 8,000 feet in length and will not stop in Sikeston, Peterson said, so intersections will be blocked "only a few minutes at most."

Most of the cars will be empty or consist of empty car racks, although some may contain auto parts bound for Mexico or grain, according to Peterson.

Drew Juden, director of the Department of Public Safety, noted that after requesting on several occasions a top 10 list of chemicals that would be moving through Sikeston and filling out required forms, "I still don't have anything."

As "empty" chemical cars can contain up to 5 percent of the 30,000 gallon total load, they still contain a substantial amount of chemicals, Juden noted.



Chris Peterson, Union Pacific's director of government affairs and corporate relations for the state, explains during the regular City Council meeting Monday how a "line swap" would affect Sikeston if approved by the Surface Transportation Board.

Juden also asked if DPS could get track sensors so they know when trains are coming and can anticipate blocked crossings.

Upon questioning from Chuck Leible, city counselor, Peterson admitted that while Union Pacific only plans to increase the number of trains moving through Sikeston by 10 or 11 per day, they could later raise that number to 20 or more.

Peterson also clarified that STB approval is only needed for the line swap, not for increases in

traffic.

Ed Throop, executive director of the Sikeston Board of Municipal Utilities, noted that while Sikeston residents are very concerned about Union Pacific's plan, "this town needs the coal."

Peterson assured BNSF will continue to have access to the line and BMU can continue to competitively bid coal train service.

City officials and Peterson agreed to set a public hearing for the regular City Council meeting on Dec. 5.

Scott Welton, Staff

City responds to 'soccer boom' with study on additional fields

Scott Welton
Standard Democrat

SIKESTON — Sikeston needs to begin looking at improvements to deal with the soccer boom.

The sport "has truly grown and become quite an activity here in town," said Councilman Jerry Pullen during the regular City Council meeting Monday.

City officials need to look at putting in more facilities for the soccer fields as well as a place to put additional fields, Pullen said, adding that the annual soccer tournament brings lots of money in to Sikeston.

complex. Pullen said even on a regular weekend, parking is inadequate at the complex.

Officials discussed the possibility of putting in soccer fields at the R.S. Matthews Park north of the lake.

"I think it would be a great location," said Pullen.

Council members directed Moore to study the matter.

In other business during Monday's meeting:

- Tim Underwood was appointed to fill a position on the Park Board created by the resignation of David Friend. The appointment is effective through September 2007.

financing package.

The low bidder on the \$1.5 million seven-year loan was First Security State Bank which offered an interest rate of 4.25 percent.

- Council approved a rezoning request from Four Corners Development for a 12.15 acre tract of land located on the south side of the Col. George E. Day Parkway, west of R.S. Matthews Park and adjacent to the South Ridge Estates 12th addition.

Zoning for the tract, known as South Ridge Estates 13th Addition, was changed from agricultural open space to single family residential.

"I can remember women saying how nice of a place it was but that they hoped they didn't have to go to it," Glass said.

Now women realize it's a place they should go to detect cancer early, Glass said.

Sweep/ More will be arrested

From Page 1

Fountain, Greg Smith, Linda Patterson, Dereck Taylor, Theotis Hestor, Ellis Gibbs, Joseph Hill,

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Missouri Revised Statutes

Chapter 300 Model Traffic Ordinance Section 300.360

Amend C

August 28, 2004

Railroad trains not to block streets.

300.360. It shall be unlawful for the directing officer or the operator of any railroad train to direct the operation of or to operate the same in such a manner as to prevent the use of any street for purposes of travel for a period of time longer than five minutes; provided that this section shall not apply to a moving train or to one stopped because of an emergency or for repairs necessary before it can proceed safely.

(L. 1965 p. 445 § 75)

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Missouri General Assembly

Line swap will impact county rail crossings

Additional train traffic expected in late 2006

Scott Welton
Standard Democrat

BENTON — A railroad deal which would route additional train traffic through Scott County would include improvements to four county road crossings.

During the regular Scott County Commission meeting Tuesday, Chris Peterson, Union Pacific's director of government affairs and corporate relations for the state, discussed his railroad's plans to acquire the Burlington Northern Santa Fe tracks running from Rockview in northern Scott County through Sikeston by trading some of its tracks in Colorado to BNSF.

The trade, which must be approved by the Surface Transportation Board, would enable Union Pacific to implement the more-efficient "directional running" in which a line is used to route trains in one direction while another nearby track carries trains going the opposite direction.

"We don't anticipate action from the Surface Transportation Board until at least March 2006," Peterson said.

If Union Pacific gets approval from the STB, Peterson said it would take nine months before construction on the lines could be

completed. He said additional train traffic would not be in Scott County until November or December 2006.

Having met with railroad officials regarding drainage issues related to tracks in Rockview, Scott County commissioners have known for over a year about Union Pacific's plan to swap lines and increase daily traffic by about 10 trains.

Information about crossing improvements was welcome news, however. "I had never heard that before today," said Presiding Commissioner Martin Priggel.

Peterson noted that Priggel mentioned the word "safety" several times during their meeting. "Safety: it is our No. 1 priority," Peterson said. "We're very mindful of safety issues."

Commissioners are "not anti-railroad," Priggel said, but are concerned and have a responsibility for the safety of Scott County's citizens.

"Our concern is from Rockview through Sikeston," Commissioner Jamie Burger said. The additional trains would cross 11 county roads and six state roads south of Rockview, commissioners figured.

Plans are, if the STB approves the line swap, to put lights and gates at County Road 209, County Road 252, County Road 411 and County Road 450.

The cost for lights and gates is about \$200,000 per intersection. Rod Massman from the Missouri Department of Transportation's Jefferson City office said the crossings will be funded through a

Turn to County, Page 2

tell Nursery Co. The brightly
g around the area.

ready for new series



Jennifer Lopez

TODAY'S NEWSMAKERS

"Bordertown," a movie about the largely unsolved killings of women in Ciudad Juarez.

Lopez plays a Chicago-based reporter sent to Mexico to investigate the killings. The film, directed by Gregory Nava, also stars Antonio Banderas.

Traffic backed up around the set and hundreds of people crowded the streets of Nogales, across from Nogales, Ariz., to get a glimpse of Lopez, who was accompanied by her husband, Marc Anthony, local newspapers reported Tuesday.

Filming in Nogales, where a crew has built a shantytown resembling a Juarez neighborhood where many of the victims

lived, will last at least a week. The production then will move to Mexicali, on the California border, according to newspaper reports.

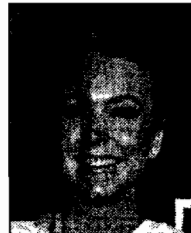
LOS ANGELES (AP) — Lindsay Lohan, whose car crash in May led to a state law aimed at reining in celebrity photographers, has crashed again, this time after witnesses said she was swarmed by paparazzi.

Lohan and a female passenger suffered minor injuries Tuesday after the actress' Mercedes-Benz convertible collided with a van on a West Hollywood street.

Witnesses said Lohan, 19, had been shopping at a clothing store when she was confronted, and that dozens of photographers had been following her before the crash.

"There were about 30 photographers outside covering the store; the poor girl just was shopping and they were just like hounding her," said Lori Satzberg, 43.

"She got into her black Mercedes across the street and they literally were like sitting on her car, trying to take pictures of her, she was like yelling at them to get off," said Satzberg, who was shopping with her 13-year-old daughter.



Lohan

County/ Safety is big concern

From Page 1

cost-share agreement with Union Pacific. "This will come out of state railroad safety money," Massman said.

As plans also include adding gates to the State Highway 91 crossing, which already has lights, and putting lights and gates at Highway Z, all the state road crossings would be covered.

Asked about a timetable for putting the lights and gates up, Massman said that once Union Pacific gets permission, "we will pretty much put it into action then. ... Once that happens things will move very quickly."

Burger asked if intersection improvements will be in place before the increase in train traffic.

"We would certainly attempt to do that," said Ken Rouse of Union Pacific.

The crossing for County Road 452 also should have lights and gates added due to line-of-sight issues, commissioners agreed. "We want it to be as safe as it can possibly be," Priggel said.

A complex formula which includes line-of-sight distance and

train speeds is used to determine which crossings will get lights and gates, according to Massman. "A lot of it is a factor of traffic counts," he said.

"Just because they're not getting lights and gates now doesn't mean they won't later," Massman added.

Union Pacific officials also asked commissioners to consider closing County Road 205 at Rockview as it would provide a siding where trains could park, possibly reducing times other Rockview crossings are blocked.

Burger said Rockview's residents are often frustrated by trains that are so long they block all of the town's routes north to Cape Girardeau but said several farmers depend on the County Road 205 crossing for their operations.

"The people that use it want to keep it," said Priggel.

Commissioners also asked about drainage issues at Rockview. Railroad officials advised one culvert is actually BNSF's, but they plan to replace it for better relations with the community.

Burger said an oval corrugated pipe nearby, which is hard to see and always has water in it, has reached the end of its useful life and needs to be replaced as well. "Not many people realize it's back there," he said.

Fort burns to ground; cause still unknown

WARRENTON, Ore. (AP) — Fort Clatsop, a popular tourist attraction and replica of where the Lewis and Clark expedition spent the soggy winter of 1805-1806 after reaching the Pacific, has been destroyed by fire, park superintendent Chip Jenkins said Tuesday.

Volunteer firefighters worked for hours Monday night to try to save the fort at the Lewis and Clark National Historic Park, Jenkins said, but "half of the fort

was burned up, and the other half is essentially a loss."

The site is being treated as a crime scene, Jenkins said. Investigators said Tuesday afternoon that they were looking for a truck seen leaving the area when firefighters arrived on scene.

State police and federal investigators with the Bureau of Alcohol, Tobacco, Firearms and Explosives are sending in dogs trained to sniff out the presence of any flammable liquids, said Ron Tyson.

Huffman, Porch is developing a subdivision called Northfield. Porch's subdivision isn't quite as ambitious a Keesee's -- only 14 lots, with six of them possibly turning in to duplexes -- but it has the same goal.

Porch wants to pull people in who are looking for affordable housing, making them a part of Scott City.

"Rather than see a field with 3-foot-high grass on it, we'd rather see a \$200,000 home," Porch said.

Porch and Keesee are both aware of Scott City's reputation for bad appearances, and that's

a house in Cape Girardeau.

Development is also occurring outside the city limits, in the land around the Mississippi River. That's where Debbie and Derek Wilson and Ben and Merline Jeffries have started a subdivision on undeveloped land.

Mississippi Landing hopes to cater to people who want to get out into the country.

"It's for the people who like a nice view, who want to get out of Sikeston or Cape," Derek Wilson said.

The streets for the subdivision are almost finished, and two lots have already been sold without

LOTTO NUMBERS

The winning numbers drawn Tuesday were:

Show Me 5: 5-9-11-13-15

EVENING DRAWING:

MIDDAY DRAWING:

out to 5.1 percent. It's won by North America's money — is in part everyone's price promotion. And was 15 more than it's after the 57 percent. I want that it's and it's compe-

George Will is a Washington Post columnist. E-mail: georgewill@washpost.com.

fairly not being one of those I weapon. If it wasn't for the NRA we wouldn't have our pri-

Date 10/22/05

to teach, not preach liberalism. Support of athletics was the pride in your school. Where many organizations and groups today wouldn't have been permitted on campus. Where religious values meant something even to the professors and to your graduation you felt pride in yourself, your school and your family and shed a tear of sorrow for your school and your friends you'd miss. You didn't throw a beer party. Liberalism, isn't it great. It's something you want to forget, not reminisce about.

Walled responsibility

SINCE THE people of Chaffee have to put up with the increased train traffic 24 hours a day, a person would think the railroad would at least repair the crossings on Gray Street and East Yorkton Ave. The Chaffee street crossing is in terrible condition. A car can bottom out. What makes matters worse is spikes are sticking up from the crossing ties. If the railroad is going to be a good neighbor of the community they can start by fixing the two main crossings in Chaffee and cutting the weeds on their property.

How to be accepted

THE PERSON that moved to Jackson and still doesn't feel welcome is experiencing what I encountered when I moved to the area almost 25 years ago. No one will help you until you accept. Money opens doors everywhere, not just Jackson. It also helps to know all the other high school football, which never did. The heart is accepting is, your kids won't be accepted either. That is the toughest part, but in the long run, I think it made my kids tougher and more independent. Devote your life to your family and it doesn't matter how others treat you.

SWAPPING TRACK

Exhibit E

Union Pacific talks about safety with concerned Scott Co. officials

Editor's note: Part of this story appeared in Tuesday's Southeast Missourian, but the second half was accidentally omitted. This is the complete story.

BY MATT SANDERS
Southeast Missourian

BENTON, Mo. — Union Pacific Railroad has alleviated some fears Scott County officials had about a proposed track swap, but added more doubt for Sikeston's city government.

Railroad representatives met with the Scott County Commission last week, announcing plans to improve several railroad crossings in the area. They also met with the Sikeston City Council on Monday to talk about safety concerns in the city with the possible increase in traffic.

The railroad filed with the federal Surface Transportation Board in March for a track swap with Burlington Northern Santa Fe. The proposal would trade UP track in Colorado to BNSF in exchange for track in Scott County, leading to an increase of about 10 Union Pacific trains a day locally.

Monday night a Union Pacific representative told the Sikeston City Council that the increase could go to 20 or more in the future. Sikeston Mayor Mike Marshall said that number has only exacerbated his city's concerns about the increase.

The proposed track swap is currently under review by the transportation board and might not be finalized until March, with the traffic increase beginning at the end of 2006. But county officials expressed concern earlier this year about the increase in traffic and its safety ramifications.

"We're not anti-railroad," said Northern District Commissioner Jamie Burger. "The railroad is important to Scott County, but we want the railroad to be a good neighbor, like

we would any corporation."

Commissioners were concerned the extra traffic could cause more accidents at poorly marked railroad crossings on county roads. The railroad has announced plans to improve those crossings with lights and gates at County Road 209 in Rockview, County Road 252 between Oran and Chaffee, County Road 411 on the southwest side of Oran and County Road 450 near Vanduser.

Improvements would also be made at Highway 91 west of Morley and Route Z north of Sikeston. Improvement with lights and gates would cost \$200,000 at each intersection (except for Highway 91, which already has lights) and would be paid for by a cost-share agreement between the state and the railroad.

Commissioners also proposed improvements at County Road 452 near Vanduser.

First meeting with railroad

Last week's meeting was the first time county officials had been approached by the railroad with possible safety improvements, said Presiding Commissioner Martin Priggel.

Commissioners estimate there are 11 county roads and six state roads the trains would cross south of Rockview, many without lights or gates.

"We feel better about it, but I still will be concerned about the other crossings that won't have anything," Priggel said.

Mark Davis, a spokesman with Union Pacific, said the track swap is still under review and the safety proposals are part of the process.

The railroad also asked the commission to close County Road 205 at Rockview, where trains could park to allow other trains to go by.

Commissioners are skeptical about this proposal. There is concern that long trains could block traffic from the town's two main exits on County Road 209.

Burger said that even if County Road 205 is closed it won't guarantee that County Road 209 won't be blocked, causing concern for Rockview residents seeking a way out of town and emergency personnel seeking a way in.

Rockview resident Les Glastetter has opposed the traffic increase since the beginning and is in civil litigation with Union Pacific on other matters. He doesn't believe the railroad will work to keep the access routes to and from Rockview from being blocked.

"You're going to have a better chance at Russian roulette than you will of getting out of Rockview," Glastetter said.

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LETTERS TO THE EDITOR

Scott City Ministerial Alliance thanks the Kiwanis of Scott City

The Scott City Kiwanis held a mud race recently from which they donated the proceeds to the Scott City Food Pantry. And on behalf of the Ministerial Alliance, we sincerely thank them for their generosity.

The Scott City Ministerial Alliance/Food Pantry feeds, on an average, between 1,000 and 1,200 people per year. The food pantry is open every Tuesday morning. Dorothy Dees oversees its operations and takes care of the books. We also work in cooperation with Medicap, Larry's Store 24 and Bob's Foodliner in giving out vouchers to assist in emergency gasoline, prescriptions and food items or diapers that we may not have on hand at the pantry. Tim Porch, mayor of Scott City, has graciously helped meet these needs by providing building space and more.

Scott City Schools, Scouts (boys and girls), FBLA, Promise Keepers, and area churches provide assistance through money, canned food drives and volunteer services. This past year we received funding from United Way; a total of \$3,000.

I have reapplied for funds for the upcoming year through United Way. United Way is a great blessing and if you contribute to United Way, then you, too, are helping a lot of people in the Scott City/Kelso area. We are grateful for what we receive.

Other services we offer are: help with utilities, gas and electric, rent assistance and more. These are all done as emergency measures and not a subsidy. To date, since Jan. 1, 2005, we spent \$3,595 in helping needy families and to date we have received \$3,409. That is a minus \$186 difference and if it was not for carrying over a balance from the previous year we would not have had that.

With higher fuel prices people have to make choices between getting to work or buying medicine or food. With higher utilities and the hot summer, people have to make choices between paying rent or utilities. There are some here in town that have no utilities because of

Scott City. We are now rationing funds because of the expected high winter demands.

Special thanks to all who generously contribute and if you would like to give more just call the First Assembly of God Church at 264-2365. Your contribution does make a difference and it does, and will help people in the Scott City/Kelso care.

Pastor Randy Morse
First Assembly of God Church
Scott City

Union Pacific downplays train congestion

I would like to respond to the Rockview resident who recently wrote to Speak Out in the Southeast Missourian in "Support of the Railroads." This person is clearly either misinformed or uneducated to the issues at hand.

First of all, "no one person or hand full of people" have ever said anything about doing away with the railroads or railroad jobs. In fact, it has been stated and published that no one is anti-railroad. The application for this project was turned in to the Surface Transportation Board in March 2005 in Washington, D.C.

This project, if approved, would allow the Union Pacific Railroad to acquire trackage rights from Rockview to Dexter. The proposal indicates that there would be a "rerouting" of 10 to 11 UP trains and six to eight BNSF trains extra per day, beginning by going around a curve at Rockview, then traveling south through Chaffee, Oran, Sikeston and Dexter. It has been known from the beginning that there will be closer to 40 trains per day being rerouted.

Because of the tremendous amount of additional train traffic being rerouted through these towns the federal government forced the UP railroad to have an environmental analysis done because it is of great concern to all affected. This is of grave concern for the residents of Rockview who live "inside" the proposed curve project because 40 trains a day that are 6,000 to 8,000 feet long going around the

ings.

This will be in addition to the regular train traffic traveling north-south and east-west.

Living around the UP and BNSF trains is one thing, but this curve project proposal is the straw that breaks the camel's back. This would be total isolation for the residents of Rockview, leaving them extremely vulnerable to emergency situations.

The UP Railroad has been trying to downplay and smoke screen the STB, residents, property owners, communities and city municipalities along the 25-mile route with minimal numbers to obtain approval of their project.

The smoke screen has been lifted somewhat recently when Chris Peterson, director of governmental affairs for the Union Pacific Railroad, announced that there would be 20 or more trains per day. He failed to mention the extra BNSF trains in addition to the UP trains. It is very obvious that the number of trains is going to be closer to 40 than 10 to 11 as they indicated to the STB.

I believe the people and communities deserve the truth from the railroad. I believe the docket with its falsified numbers should be rejected by the STB and force the railroad to resubmit it at a later date with the accurate number of trains.

Having articles written in the local newspapers is fine, but anyone can and should write or e-mail the Surface Transportation Board. They want any and all comments.

Here again is the address to write to: Cathy Glidden (Project Representative), 1925 K St. N.W., Suite 500, Washington, D.C. 20423. You may call 1-202-565-1542 or fax 1-202-565-9000. Log onto www.stb.gov and go to e-library for filings or notices. Be sure to address comments toward "docket number 34672." Your comments will become open to the public on the Internet.

To read other comments already made, go to home page then to correspondence with the docket number.

I hope this Rockview resident never finds themselves or a loved one needing extreme emergency attention only to find themselves looking across the tracks at